CAPITAL STOCK OF THE C., L. & C.

INCREASED \$1,000,000.

W. W. Caldwell Appointed General Manager of the Lake Shore Road-M. E. Ingalls on Strikes.

The stockholders of the Chicago, Indianapolis & Chattanooga held their annual meeting yesterday in this city, re-electing the old board of directors, and they in turn the officials who have acted the past year. The most important action taken was the increasing of the capital stock of the company one million dollars. F. L. Patrick, president of the company, is very enthusiastic regarding the enterprise. Between Rockport and Mitchell the grading is mostly under contract, and work is to be pushed, Mr. Patrick says. This side of Mitchell the work drags somewhat, partly owing to the depressed times of eighteen months past in business, especially in building railroads, and partly because of want of interest shown by Indianapolitans in business in prospect, he thinks a few months will change the face of matters this side of Mitchell. The cold shoulder the citizens of Indianapolis are giving the Indianapolis, Logansport & Chicago is rather discouraging to the building of roads to this city; still, Mr. Patrick, who is really the father of the C., I. & C. enterprise, is by no means discouraged. B. R. Cowen, secretary and treasurer of the company, a resident of Cincinnati, was present, and does not anticipate any trouble in getting the money to build the road when it is needed and its prospective value as a railroad becomes understood. One or two business men who have taken an interest in this road are very confident that when built it will prove to be one of Indianapolis's best lines, as it opens up a country which now has no railway facilities. In fact, it opens stone quarries, coal fields and farming regions which greatly need a direct line to the capital.

ingalis on Strikes and Labor. One of the ablest addresses made before

a large number of railway officials and business men at the opening of the new union station at St. Louis was that of M. E. Ingalls, president of the Big Four. That portion of his remarks regarding the late strike and his plan for solving the labor

"Standing here to-night and listening to the dying echoes of the greatest, the most causeless and the most unsuccessful strike ever known, we may ask ourselves, as railway managers, why it was that a few worthiess demagogues should induce such a large number of our employes to neglect their interests, to forget all the loyalty and devotion which they owe to the companies that had employed them, and en-gage in a conspiracy, which, if it had suc-ceeded, would have ruined them and the railways, too. What is the cause of this great dissatisfaction? Is it because our railway systems have got so large that the sense of loyalty of the employe to the employer is lost? Is it because it has been so fashionable among politicians and newspapers to abuse rallways and their management? Is it because a few men by fortunate speculations have made large fortunes, and thereby the public has been led to believe that the railways were making too much profit? Somewhere is the answer to these questions. Possibly it will be found in a combination of ail, but it behooves us well as managers at this time to consider it carefully and endeavor to find a solution. The great strike just ended is not without its lessons. It has taught us that no strike can succeed which has no real ground of grievance, and which public should always try to be right. It has also had its pleasant features, for it has taught many of us that there is nothing so valnable as the loyalty and devotion of our empioyes, those was stood by the corporait involved danger and sacrifice to do so For the great mass of men who, by the wicked action of Debs and his followers, have been made homeless tramps, we have nothing but pity; for the men who loyally supported their corporation we have every-thing of praise. But out of it the wise man should seek for the cause of the evil and the cure. If the system of profit-sharing among employes could be adopted I have always believed that it would be a cure for these evils; but before this can be successfully adopted we must secure the profits. There must also be a better feeling built up between the railways and the communities they serve. The situation is much improved now, and it is not as fashonable as it used to be for newspapers and public bodies to abuse railways and their managements, but there are many States and communities to-day where there exists a feeling of great hostility toward railway corporations. This is unfortunate, and it is the duty of railway managers and of statesmen to discover wherein lies the trouble and endeavor to cure it. The railway managers themselves are responsible many cases and to a great extent for this They have managed their railways arbitrarily; they have endeavored to mairtain that they were private corporations, and could not be controlled by the public; but that day has gone by. The wise manager to-day has accepted the sitnation; he fully realizes that a railway corporation is not a private partnership; it is a great public institution, with public duties to perform, and with responsibilities to the public, and subject in certain ways to public control. Even the interstatenerce law, which was bitterly opposed by the great majority of the railway managers, has been accepted; they all believe it has come to stay, and that it will take the place of the disjointed legislation of the different States, and out of it future good to the business communities and of the railways can be obtained. The great mass of our people are also waking up to the fact that, while the railways are public servants, the people who have invested their merry in them have certain right. which most be respected. The time has gone by when the wise statesman thinks that he can make two blades of grass grow where but one grew before by a legislative a t affecting a railway corporation. Finally, a better state of feeling between emplayes and the management, between busness communities and the management. should be built up by association, by an

accommedating spirit on the part of cach." The Southern Railway Company.

Last Saturday the reorganization of the Richmond Terminal system, it is reported, was definitely and formally completed, and the last of the many properties which, under the plan of reorganization, have lost their unhappy and unfortunate identities and become merged in a new and propitious enterprise, will be in the possession of the Southern Railway Company. As a result of the reorganization over thirty corporations, whose affairs and securities were interlocked in every conceivable way and in almost hopeless confusion, are united in one company. Thirty boards of directors and thirty sets of separate accounts disappear simultaneously. The original plan was dated May 1, 1893;

it was issued on May 23, 1893, the response of the security holders was prompt, and by the middle of June, 1893, success was assured so far as their co-operation was concerned. The new company is said to be organized under a charter granted by the Legislature of Virginia, supplemented by its conformity to the laws of all the other States in which it owns property. The reorganization has involved the following sales: The Richmond & West Point Terminal railway, the Warehouse Company the Richmond & Danville and its leased lines, the East Tennessee, Virgina & Georgia, the Charlotte, Columbia & Augusta, the Columbia & Greenville, the Louisville Southern, the Georgia Pacific, the Western North Carolina, the Oxford & Clarkesvilla the Northwestern Northern Carolina and the Clarksville & North Carclina. Six conveyances were made without foreclosure, namely, the Atlantic, Tennessee & Ohio, the Richmond, York River & Chesapeake, the Washington, Ohio & Western, the Piedmont road, the Statesville & Western and the Oxford & Henderson. The Cincinnati Southern and the Memphis & Charleston were included in th. gated, but were dropped from the amended cept the terms offered. The Southern com-

plan of reorganization as originally promulplan, as the security holders failed to acpany is also expected to control the Georgia Central when reorganized. The properties embraced in the organization had bonded and floating debts of about \$125,000,-000. This is now reduced to a bonded debt \$94,000,000, including sufficient bonds. which are reserved to take up all underlying bonds and all the bonds and stocks of leased railroads. The company will, it is said, also issue about \$6,000,000 more bonds during the next two years to purchase additional equipment and improve the properties, which will make the total bonded debt of all kinds \$100,000,000. The plan of reorganization provides that \$20,000,000 of bonds additional, to be strung out through a series of years, may be issued hereafter only for the further development of property. Another interesting feature is that, not- Buchanan was formerly assistant general selves as creditors.

WORK TO BE PUSHED withstanding the nominal control of the former East Tennessee, Virginia & Georgia and Richmond & Danville systems by the now defunct Terminal company, there was no actual control, and the companies did not co-operate even in the ordinary in-terchange of business.

A Question of Differentials.

When the transcontinental lines meet at Chicago again Wednesday to continue their efforts to reorganize the old association the Santa Fe may present them with a hard nut to crack in the way of figures showing the absurdity of the claims of any and all of the Northern roads for differentials. Even the differentials of the Canadian Pacific were rever regularly recognized or authorized. They were put into effect by that road without the censent of its competitors and they are kept in effect because it was not thought worth while in the beginning to fight them. Things have changed greatly in the last thirteen years, however. Then the Northern roads' only means of reaching San Francisco was by boat, and that service was very irregular and uncertain. Now each has good all-rail facilities in addition to regular steamship lines from Victoria and Portland and all other important North Pacific coast points. The North Pa-cific coast has had a big boom since then. 1880 its population was but 249,884. In 1890 it had increased to 695,209. The population of California in 1880 was 1,114,578. In 1890 it was but 1,903,239. In the interval Northern lines have been immensely benefited by the establishment of two firstclass transpacific steamship lines. In 1880 the San Francisco or Southern lines took 80 per cent. of the entire transcontinental business and the Northern lines had to be content with 20 per cent. of it. In the decade the Southern lines have lost 20 per cent. and the Northern lines have gained They now carry 40 per cent. of the whole, while the Southern lines carry only 60 per cent. There are five Southern lines and only four Northern lines. In any pooling arrangement that might be agreed to Northern lines could not hope to increase their present proportions. They might have to give up some. With these facts in view the Santa Fe will claim that whatever differentials may be allowed any of the Northern lines on business to San Francisco must be allowed it on business to Portland and other northern Pacific coast points. It is willing, though, to have the whole matter arbitrated and does not mind how the arbitrators are selected. Ohio Falls Car Works in Luck.

A month ago the Pennsylvania Company advertised for bids on five hundred freight cars, with the privilege of increasing the order to one thousand if they desired to do so after the contract was awarded. The Ohio Falls car works was the lucky com pany to secure the contract, and on Saturday the Pennsylvania Company increased dred for the Pennsylvania and five hundred for the Pittsburg, Fort Wayne & Chicago. Fourteen car manufactories bid for the work, the Indianapolis car works being of the number. Bidders who competed say that the Ohio Falls car works will lose \$18 on every car they build unless they have the advantage in some manner over other bidders. In this connection there is an item of interest. Among the fourteen bidders two attempted, it is stated, to bribe a clerk of the superintendent of motive power to reveal the bids as offered before the official board of the company awarded the contract. One of the car works proprietors was to place \$750 in the hands of a man in one of the hotels at Fort Wayne; another was to place \$500 in the hands of another party, and the scheme was in fair way to go through when the stenographer of the railroad company weakened and told his superior officer what had occurred. As a result, one of the vice presidents has given instructions that under no circumstances will either of the two offending car works be allowed to bid on Pennsylvania contracts.

Creditable Railroad Service. The revised figures show that the Pennsylvania line sold for Chicago, at the low rates of Saturday last, 5,072 tickets. In the statement yesterday the business at Massachusetts-avenue station was not included. The noon train took out several hundred and the night train was run in four sec-tions, hauling sixty-two coaches. The re-markable fact about the excursion is that although all trains left late, the first section run into Chicago on time, the second section at 7:42 a. m., the third at 8:05, and the fourth at 8:30. Returning, the first section reached Indianapolis on time, the second at 3:40 a. m., the third at 4:30 a. m., and the fourth at 4:40. Moving so large a number of people without one receiving a scratch is an item the train officials think worth boasting of.

Chicago's East-Bound Business. Freight traffic on the Eastern roads seems to be slowly but steadily improving Last week's east-bound shipments from Chicago showed a slight gain over those of the preceding one, as they did over those of its predecessor. Last week's shipments of its predecessor. Last week's shipments aggregated 48,057 tons, as compared with 47.181 tons for the previous week, and 50 .-149 tons for the corresponding weeks last year. Last week's shipments were divided up among the competing roads in tons as follows: Michigan Central, 5,836; Lake Shore, 4,900; Panhandle, 5,649; Grand Trunk, 4,652; Erie, 5,691; Wabash, 4,397; Fort Wayne, 5,455; Baltimore & Ohio, 2,936; Nickle-plate, 5,555; Big Four, 2,988.

Anxious to Maintain Rates. A meeting of the general managers of the central traffic associations has been called to meet at Chicago on Friday. The object of the meeting will be to consider and, if possible, settle the troubles which are now keeping both freight and pas-senger rates in a state of woeful demoral-ization. All the roads profess to be extremely anxious to have rates restored and maintained. They all need revenue badly, and they want to reap the full benefit of the improvement to business which noticeable, small though it is.

Caldwell Succeeds Newell. At a meeting of the executive and financial committee of the Lake Shore & Michigan Southern Railroad Company held in New York yesterday, U. W. Caldwell, resident and general manager of the Nickel-plate road, was appointed general manager in the place of the late John Newell, president and general manager, No president was appointed, but D. W. Worcester was elected as vice president.

All restrictions have now been removed by the Western roads from tickets sold for the Grand Army encampment at Pittsburg. An iron-clad signature form of ticket will not be used and the return portions will

G. A. R. Tickets.

e good for use any day at the convenience of the holder within the final limits of the ickets. The business in short will be run wide open and the brokers will reap a Personal, Local and General Notes. Paul Rainer, chief of the Joint Weighing

and Inspection Association, is expected home from his vacation to-day. William Daly, general passenger agent of the Lake Erie & Western, returned yesterday from a two weeks' pleasure trip. In the month of August there were transfered over the Belt road 65,466 cars, against 50,132 in July, an increase of 15,334

O. P. Spillman, chief clerk of Superintendent Zion, returned yesterday from the East after an absence of a couple of weeks. In the month of August the Belt road en-

gines handled at the stockyards 2.602 carloads of live stock, an increase over July The Schnectady locomotive works has ordered some electric locomotive head lights from the National Electric Headlight Company of this city. John D. Patterson, formerly with the

Georgia Pacific, has been appointed general yardmaster of the Southern Railway at Atlanta. Those who know him say he is a very efficient railroad man. A. P. Lewis, auditor of the Indianapolis, Decatur & Western, has just completed his twenty-sixth year in railroad service, twenty-four years of this time being on some of the Indianapolis roads.

The private car of M. E. Ingalls, president of the Big Four, which was damaged in the fire at Cincinnati two weeks ago is at the Brightwood shops undergoing repairs and will be out by Saturday. The Indianapolis, Decatur & Western will

show for August an increase in gross earnings over those of August, 1893, of about \$9,200, and the increase in net earnings will be proportionately favorable. President Ingalls and party, after going over the Columbus, the Martinsville and the North Vernon branches yesterday, returned to Cincinnati. In a few days Mr. Ingails will go East for a couple of weeks. One who claims to know the Big Four slate says that it has been decided not to transfer Ford Woods, general freight agent of the Peoria & Eastern, to the Chicago division of the Big Four at Chicago, but to transfer R. P. Buchanan, now assistant general freight agent of the Michigan division of the Big Four, to Chicago. Mr.

freight agent of the Chicago division. Homer Frost, of Louisville, in that case, go to the Michigan division. Judge John S. Stacy, of Iowa, one of the attorneys for the Chicago & Northwestern, was in the city yesterday visiting his son, E. E. Stacy, State secretary of the Young Men's Christian Association. The Judge went East over the Pennsylvania in

Harris Ansley, who has been acting treasurer of the Southern Railway Company since the death of Auditor Hall, was yesterday appointed auditor of the road, with headquarters at Washington, D. C. Mr. Ansley was formerly auditor of the Richmond & Danville Air-line.

The Chesapeake & Ohio on Sunday night nad 160 passengers for Indianapolis; the train reached Cincinnati too late to be run as No. 5, and a special train was made up to accommodate the belated passengers, many of whom were returning from the Knights of Pythias encampment.

At Brightwood two sample stock cars are being constructed, and when completed the one thought to be the best will be taken as pattern for two hundred cars. The car department of the Chesapeake & Ohio is building a sample car, and that company will soon be in the market for stock cars. Auditor McGuire, of the Peoria, Decatur & Evansville, says the money to pay the interest on the road's bonded debt has been in New York for a week, and he does not see how the road can be sold under the circumstances at foreclosure sale, as a telegram from New York intimates it would

AMUSEMENTS.

English's-"Uncle Tom's Cabin." Almost everybody has, at some time or mother, witnessed a performance of "Uncle Tom's Cabin," yet the old play has a strong hold upon the affections of the public. It is presented in very good style by Davis's company, now at English's Opera House, some of the features being of more than ordinary merit. The company is made up of better material than that usually found in "Uncle Tom" shows, and a consistent and successful effort is made to give such a production as the piece deserves. Decidedly the best actor in the company is F. C. Huebner, who plays Phineas Fletcher and Simon Legree. In these two entirely dissimilar characters Mr. Huebner is equally good, and the cast of "Uncle Tom's Cabin" rarely ever finds such a capable actor in it. The remainder of the company are quite up to and, in several respects, above the average, and the play was given to the entire satisfaction of yesterday's au-

The specialties of the jubilee singers, a jig solo by Susie Brown, Little Helen Mclabe's songs and dances, Madah Hyers's Brothers, songs by the Magnolia Quartet and buck and wing dancing by four active colored artists are introduced during the five acts, and are entertaining features of the performance. The Hyers Sisters, who with the company, are well-known colored vocalists, and one of them has a voice of remarkable range. The two Topsies created much amusement at both performances yesterday, as did the antics of Lawyer Marks. The production has much in it that is meritorious. It will be seen again to-night and to-morrow afternoon

Empire Theater.

If the Empire Theater keeps up the pace all through the season that was set last night by Albini's Empire Stars, the house will not be capable of holding the audiences. It was intended to open in the afternoon with a matinee performance, but the company was delayed by a wreck. The feature of the aggregation is easily Unthan, who is rightly billed as the "armless wonder." A sight of his performance is calculated to make one with the full complement of limbs ashamed of himself. Unthan, who couldn't be a horny-handed son of toil if he wished, entertains the spectators by giving with his toes a violin solo, with trills, rurs and other difficult movements, playing the cornet, shuffling and dealing a pack of cards, all with the ease of a man who has his hands with him. The card and sleight of hand tricks of Albini were perfect in their execution, and as unsolvable as such performances always are. Among the regular vaudeville features were the comedy skit of Joe By-ron and May Blanche; Keating & Lord, whose black-face act is above the average; Fox & Quigg; O'Brien & Buckley, in an excellent musical melange, and Miss Nellie Maguire in costermonger songs. The "Fun in a Laundry," of Roberta and Doreto is a clever acrobatic performance in Chinese costumes that has been presented to patrons of the Empire before. Eddie Evans's performance with the Indian clubs is not so much an athletic display as an exhibition of difficult and graceful juggling. The performance is closed with an exhibition of the feats of strength of Madame Yucca, Mme. Yucca, who is a woman of powerful yet essentially womanly appearance, after juggling a few 112-pound dumbbells and a man or two with the ease that Mary Jane handles a duster, concludes her act by lifting clear of the floor a horse weighing more than 1,250 pounds.

Park Theater-"A Kentucky Girl." There were many and vociferous evidences of enthusiasm at the Park last night. The theater had overflowing audiences, both matinee and evening, to welcome Sadie Hasson's return in "A Kentucky Girl." Hundreds were turned away at each performance, all the standing room being exhausted before the curtain went up. The popular actress never had a warmer reception, and, as Charity Jarvis, she showed her admirers that she tried her best to deserve it. The character of this "rough diamond" of the mountains suits Miss Hasson admirably, and she is given good support by her company. There is sensation almost without fimit in the play, which contains some good comedy situations. The sawmill scene, where the heroing (Charity) in the nick of time saves two persons who are about to be dismembered by a buzz saw, having been bound fast to a log, is decidedly exciting, and keeps the audience on a nervous strain for some moments. The race on a railroad between Charity on a bicycle and her pursuers on a handcar is made realistic with the aid of a moving panorama in the background. The heroine reaches the drawbridge, which had been turned by the villains, and works it into place just in time to save a train. These and other scenes are well put on, the action throughout the piece being well up with its sensational qualities. The Hasson engagement continues to-day and to-morrow, and the advance sale indicates a continuation of yesterday's big ousiness. A double comedy bill will succeed "A Kentucky Girl," beginning Thursday afternoon, when the Hanleys and their company will appear in "A Wild Goose Chase" and "'Squire Haskins."

Cleveland's Minstrels. There has never been a question as to who was and is the foremost all-around minstrel entertainer in the business. Billy Emerson enjoys that distinction, and, after years of absence, will revisit Indianapolis next Thursday and Friday nights at English's Opera House, at the head of Cleveland's Minstrels. Associated with him are Benedict, the Crawford Brothers, Banks Winter and many others. The singing of Winter and his vocalists is said to be the sweetest ever heard in minstrelsy. The first-part jokes and songs are guaranteed new, and the olio is well filled with good minstrel specialties.

Pensions for Veterans.

The applications of the following-named Indianians have been granted: Original-William L. White, Vincennes, Knox; Charles Kaibus, Fort Wayne, Allen; David Jennings, Orland, Stauben. Additional-Wesley Kitch, Harlinsburg, Huntington. Supplemental-Isaac Hewitt, Russiaville,

Restoration. Reissue and Increase-Joseph McMillan, Columbus, Bartholomew. Renewal-James T. Mix, Anderson, Mad-Renewal and Increase-John H. Gellor, Knox. Starke. Increase-George W. Brittain, Worthington, Greene; William A. West. Mineral City, Greene; John W. Glaze. Lancaster, Jefferson: Thomas C. Judah, Guthrie, Lawrence. Reissue-Haviland Gifford. Crawfords-Montgomery; William Norman, Bloomington, Monroe; William H. Calvert, Connersville, Fayette; William Allentharp, Arlington, Rush.

Mexican War Survivors, Increase-Thomas Clark, Madison, Jefferson.

Webber, Evansville, Vanderburg,

Original Widows, etc.-Minors of Thomas

The Transfer Set Aside. In the Circuit Court, yesterday, Judge Brown set aside the transfer of certain accounts to J. O. Henderson by the D. E. Stone Furniture Company. Henderson had loaned the company money and just prior to its assignment the directors transferred to him certain accounts held by it. The amount involved was \$3,000, and the question raised was whether the directors of an insolvent concern could prefer them-

OFFICE-23 S. Meridian St.

Capital, \$1,000,000

executes trusts for married women. invests money and acts as agent in

the management of estates. Carries out the provisions of deeds of trusts or mortgages given by per-

sons or corporations. Acts as agent in handling securities or transferring other evidences of indebtedness.

Buys and sells securities suitable for trust funds and for the most conservative of investments.

Invests money in accordance with

Collects revenues, rents and manages all things touching real estate. Acts as custodian of wills, receives papers in escrow and consults as to trust affairs without charge.

COMMERCIAL RECORD

THE JOBBING TRADE.

(The quotations given below are the selling prices of wholesale dealers.) Canned Goods.

Peaches—Standard, 3-pound, \$1.85@2; 3-pound seconds, \$1.50@1.65; 3-pound pie, \$1.15@1.20; California standard, \$2.25@2.50; Cali-@1.20; California standard, \$2.25@2.50; California seconds, \$1.85@2. Miscellaneous—Blackberries, 2-pound, 90@95c; raspberries, 2-pound, \$1.10@1.20; pineapple, standard, 2-pound, \$1.25@1.35; choice, \$2@2.25; cove oysters, 1-pound, full weight, 90@95c; light, 65@70c; 2-pound, full, \$1.80@1.90; light, \$1.10@1.20; string beans, 85@95c; Lima beans, \$1.10 @1.20; peas marrowfat, \$1.10@1.20; pearly @1.30; peas, marrowfat, \$1.10@1.20; early June, \$1.25@1.50; lobsters, \$1.85@2; red charries, \$1.20@1.25; strawberries, \$1.20@1.30; salmon (lbs), \$1.45@2.20; 3-pound tomatoes,

Candles and Nuts. Candies-Stick, 6½c per lb; common mixed, 6½c; G. A. R. mixed, 7½c; Banner 10c; cream mixed, 10c; old-time Nuts-Soft-shelled almonds, 18c; English walnuts, 15e; Brazil nuts, 12c; filberts, 11c pearuts, roasted, 7@8c; mixed nuts, 14c. Coal and Coke.

Anthracite coal, all sizes, \$7.50 per ton Pittsburg and Raymond City, \$4.25 per ton; Jackson, \$4.25; block, \$3.25; Island City, \$3; Blossburg and English cannel, \$5. All nut coals 50c below above quotations. Coke-Connellsville, \$3.75 per load; crushed, \$3.25 per load; lump, \$3 per load. Dried Fruits.

figs-Layer, 14@15c per 1b. Peaches-Common sun-dried, 8@10c per ; California, 14@15c; California fancy, 15

Apricots-Evaporated, 16@18c. Prunes-California, 7@12c per lb. Currants-31/204c per lb. Raisins-Loose Muscatel, \$1.10@1.25 per box; London layer, \$1.25@1.35 per box; Valencia, 8@81/2c per lb; layer, 9@10c.

Alcohol, \$2.38@2.55; asafetida, 35c; alum, 4@5c; camphor, 50@55c; cochineal, 50@55c; chloroform, 60@65c; copperas, brls, 85c@\$1; cream tartar, pure, 26@28c; indigo, 65@80c; licorice, Calab., genuine, 30@40c; magnesia, carb., 2-oz, 25@35c; morphine, P. & W., per oz, \$2.15@2.40; madder, 14@16c; oil, castor, per gal, \$1.28@1.30; oil, bergamot, per lb, \$3; opium, \$2.40; quinine, P. & W., per oz, 35@40c; balsam copaiba, 60@65c; soap, castile, Fr., 12@16c; soda bicarb., 44@6c; salts, Epsom, 4@5c; sulphur, flour, 5@6c; saltpeter, 8@20c; turpentine, 36@40c; glycerine, 14@20c; iodide potassium, \$3@3.16; bromide potassium, 40@45c; chlorate potash, 20c; borax, 12@14c; cinchonida, 12@15c; carbolic acid, 22@26c.

Oils—Linseed, 53@56c per gal; coal oil, legal test, 7@14c; bank, 40c; best straits, 50c; Labrador, 60c; West Virginia lubricating, 20@30c; miners', 45c. Lard oils—Winter strained, in brls, 60c per gal; in half brls, 3c per gal extra.

Dry Goods. Bleached Sheetings-Androscoggin L. 6c Bleached Sheetings—Androscoggin L, 6c; Berkeley, No. 60, 8c; Cabot, 6c; Capital, 5½c; Cumberland, 6½c; Dwight Anchor, 7½c; Fruit of the Loom, 7½c; Farwell, 7c; Fitchville, 6½c; Full Width, 5½c; Gilt Edge, 5½c; Gilded Age, 7c; Hill, 7c; Hope, 6½c; Linwood, 7c; Lonsdale, 7½c; Lonsdale, Cambric, 9½c; Masonville, 7½c; Peabody, 5¾c; Pride of the West, 11½c; Quinebaugh, 6c; Star of the Nation, 6c; Ten Strike, 5½c; Pepperell, 9-4, 18c; Pepperell, 10-4, 20c; Androscoggin, 9-4, 19c; Androscoggin, 10-4, 21c.

Brown Sheetings—Atlantic A, 6c; Argyle, 5½c; Boott C, 4¾c; Buck's Head, 6c; Clifton CCC, 5½c; Constitution, 40-inch, 7½c; Carlisle, 40-inch, 7c; Dwight Star, 7½c; Great Falls E, 6c; Great Falls J, 4¾c; Hill Fine, 7c; Indian Head, 6c; Lawrence LL, 4½c; Pepperell E, 6c; Pepperell R, 5½c; Pepperell E, 6c; Pepperell B, 5½c; Pepperell, 9-4, 16c; Pepperell, 10-4, 18c; Androscoggin, 9-4, 18½c; Androscoggin, 10-4, 20½c.

Prints—Atlen dress styles, 4¾c; Allen's staples, 4¾c; Allen TR, 5c; Allen robes, 5½c; American indigo, 4½c; Arnold LLC, 6¾c; Cocheco fancy, 5c; Cocheco madders, 4¾c; Hamilton fancy, 5c; Manchester fancy, 5c; Merrimac fancy, 5c; M ter fancy, 5c; Merrimac fancy, 5c; Merrimac pinks and purples, 51/3c; Pacific fancy, 5c; Pacific fancy, 5c; Pacific robes, 51/2c; Pacific mourning, 51/3c; Simpson Eddystone, 5c; Simpson Berlin solids, 51/2c; Simpson's oil finish, 6c;

Simpson's grays, 5c; Simpson's mournings, Ginghams—Amoskeag staples, 54c; Amoskeag Persian Dress, 6½c; Bates Warwick Dress, 6½c; Johnson BF Fancies, 8½c; Lancaster, 54c; Lancaster Normandies, 6c; Carrolton, 4½c; Renfrew Dress, 6½c; Whittenton Heather, 6½c; Calcutta Dress styles,

Kidfinished Cambrics-Edwards 3%c Warren, 3½c; Slater, 3¾c; Genesee, 3¾c. Tickings—Amoskeag ACA, 11½c; Conestoga, BF, 13c; Cordis, 140, 12½c; Cordis, FT. 12½c; Cordis, ACE. 12½c; Hamilton awning, 10c; Kimono Fancy, 17c; Lenox Fancy, 18c; Methuen, AA, 12c; Oakland AF, 6c; Portsmouth, 11c; Susquehanna, 13c; Shetucket, SW, 7½c; Shetucket, F, 8c; Swift River, 516 Grain Bags-Amoskeag, \$12.50; American, \$12.50; Franklinville, \$15; Harmony, \$12.50; Stark, \$17.50.

Straight grades, \$2,50@2.75; fancy grades, \$2.75@3; patent flour, \$3.25@3.75; low grades,

Sugars-Hard sugars, 51/405%c; confec-tioners' A, 5% 65%c; soft A, 4% 65%c; extra C. 4%@4%c; yellow C, 41/2@4%c; dark yellow. 3%@4%c. Coffee—Good, 21@21½c; prime, 22½@23½c; strictly prime, 24½@26½c; fancy green and yellow. 26½@27½c; ordinary Java, 29½@30½c; old government Java, 321/20/331/2c; roasted -pound packages, 22%c. Molasses and Syrups-New Orleans mo asses, fair to prime, 30@40c; choice, 40@45c;

Spices-Pepper, 16618c; allspice, 12615c; cloves, 20@25c; cassia, 10@12c; nutmegs, 70@ Rice-Louisiana, 41/2051/20; Carolina, 44/0 Salt-In car lots, 90@95c; small lots, \$16 Beans-Choice hand-picked navy, \$2.100 2.20 per bu; medium hand-picked, \$2@2.10; limas, California, 5c per pound.

Shot-\$1.20@1.25 per bag for drop. Lead-61/207c for pressed bars. Wooden Dishes-No. 1, per 1,000, \$2.50; No. 3, \$3; No. 3, \$3.50; No. 5, \$4.50. Twine-Hemp, 12@18c per lb; wool, 8@10c; flax, 20@30c; paper, 15c jute, 12@15c; cot-

Flour Sacks (paper)—Plain, 1-32 brls, per 1,000, \$3.50; 1-16 brl, \$5; \$6 brl, \$8; \$4 brls, \$16; No. 2 drab, plain, 1-32 brl, per 1,000, \$4.25; 1-16 brl, \$6.50; \$6.50; \$6.50; \$6.50; \$6.50; \$7: 1-16, \$8.75; \$6.50; \$6.50; \$6.50; \$7: 1-16, \$8.75; \$6.50; \$6.50; \$6.50; \$7: 1-16, \$8.75; \$6.50; \$6.50; \$6.50; \$6.50; \$7: 1-16, \$8.75; \$6.50 14. \$28.50. Extra charge for printing.

Woodenware—No. 1 tubs, \$6.50@7; No. 1
tubs, \$5.50@6; No. 3 tubs, \$4.50@5; 3-hoor pails, \$1.50@1.60; 2-hoop pails, \$1.15@1.25; double washboards, \$2.25@2.75; common washboards, \$1.50@1.85; clothes pins, 50@850 per box.

Leather.

Leather-Oak sole, 23@38c; hemlock sole

22@28c; harness, 26@28c; skirting, 31@32c; single strap, 41c; black bridle, per doz, 560 @95; fair bridle, \$60@78 per doz; city kip, 55@75c; French kip, \$5c@\$1.10; city calfskins, 85c@\$1; French calfskins, \$1@1.80. Iron and Steel. Bar iron, 1.50@1.60c; horseshoe bar, 2%@ 3c; nail rod, 6c; plow slabs, 3c; American

cast steel 8c; tire steel, 2% @3c; spring Nails and Horseshoes. Steel cut nails, \$1.25; wire nails, \$1.25 ates; horseshoes per keg, \$3.75; mule

rates; shoes, per keg. \$4.75; horse nails, \$4005. Produce, Fruit and Vegetables. Peaches-Michigan, 30050c per one-fifth bushel basket; \$1.50@2 per bu. Canteloupes-50275c per brl; Little Gem meions, Mayabe per basket; crates, 300 40c. Sweet Potatoes-Baltimore, \$3 per brl; Jersey, \$4.25 per brl. Oranges-Full box, \$4.50.

Watermelons-Per hundred, \$8@14.

Cabbage-Per brl, 50@75c

Bananas—Per bunch, 75c@\$1.25. Onions—Per brl. \$1.25@1.56; 60@75c per bu. Cheese New York full cream, 12@14c; skims, 5@7c per lb Tomatoes-30@40c per Potatoes-Per brl, \$1,50@1.75; 50@60c

basket; Damson plums, \$4 per bu basket; ommon plums, \$1.25@1.50 per bu basket. Lemons—Best, \$3.50@3.75 per box; com-

Apples—Per brl, common, \$1.50; choice, \$2.50; Malden Blush, \$3; Duchess, \$2.50.
Pears—Per peck basket, 50c; half bushel baskets, 75c; brl, \$4. Celery-Per bunch, 25@35c, according to Grapes-Kentucky growth, 25@30c per basket; home grown, 3@4c per lb.

Provisions.

Bacon-Clear sides, 40 to 50 lbs average, 9%c; 30 to 40 lbs average, 9%@10%c; 20 to 30 lbs average, 10@10%c; bellies, 25 lbs average, 10@10%c; 14 to 16 lbs average, 10%@10%c; 12 to 15 lbs average, 10%@11c; clear backs, 20 to 25 lbs average, 9%@10c; 12 to 20 lbs average, 9%@10c; 9 to 10 lbs average, Shoulders—English-cured, 12 lbs average, 91,4094c; 16 lbs average, 91,4094c. Hams—Sugar-cured, 18 to 20 lbs average, 1234c; 15 lbs average, 13c; 121/2 lbs average, 13@134c; 10 lbs average, 13\\0134c; block hams, 13\\0134c; all first brands; seconds, 1/4@1/2c less. California Hams-Sugar-cured, 10 to 12 lbs average, 8%c; boneless hams, sugar-cured Pickled Pork—Bean pork, clear, per brl 200 lbs, \$16.50@17.50; rump pork, \$15. Breakfast Bacon—Clear firsts, 131/2@14c;

seconds, 111/2012c.

Lard-Kettle-rendered.

10%c; pure lard, 9%@9%c. Clover-Choice, recleaned, 60-lb, \$5@5.50; Clover—Choice, recleaned, 60-lb, \$5@5.50; prime, \$4.75@5.25; English, choice, \$5; prime, \$5.50; Alsike, choice, \$6.50@7.25; Alfalfa, choice, \$5.35@5.55; crimson or scarlet clover, \$4.25@4.75; timothy, 45-lb, choice, \$2.60@2.75; strictly prime, \$2.50@2.60; blue grass, fancy, 14-lb, \$1.15@1.30; extra clean, \$5@90c. Orchard grass, extra, \$1.65@1.75. Red top, choice, \$1@1.25; extra clean, 90c@\$1. English bluegrass, 24-lb, \$2.20@2.35. Tinners' Supplies.

in tierces, 100

Best brand charcoal tin IC, 10x14, 14x20, 12x12, \$6.75@7; IX, 10x14, 14x20, 12x12, \$8.50@9; IC, 14x20, roofing tin, \$5.75@6; IC, 26x28, \$11.50@12; block tin, in pigs, 25c; in bars, 27c. Iron-27 B iron, 3c; C iron, 4c; galvanized, 70 and 10 per cent. discount. Sheet zinc, 6 @61/2c. Copper bottoms, 20c. Planished copper, 24c. Solder, 15@16c.

LIVE STOCK.

Cattle Scarce and Firm-Hogs Active and Higher-Sheep Steady.

INDIANAPOLIS, Sept. 3 .- Cattle-The feeling was firm on the better grades of Exports, 1,300 to 1,600 lbs.....\$4.60@5.25 Good to choice heifers..... 3.00@3.50 Fair to medium heifers...... 2.25@2.75 Common thin heifers....... 1.50@2.00 Fair to medium cows...... 2.25@2.65 Milkers, good to choice.......27.00@35.00 Milkers, common to medium.....15.00@22.00 Hogs-Receipts light. The market opened active. The quality was poor. Prices were a shade higher, closing firm, with all sold

The demand was strong for good weight Sheep-The market was steady.

Elsewhere.

CHICAGO, Sept. 3.—There was a big run of cattle, about 26,000 showing up. Of that number 9,500 came off the ranges. Not many ripe native steers were offered, and although the demand for that grade was not nearly as sharp as that of last week and the preceding one it was strong enough to prevent any further weakening of prices.
Common to good native steers sold lower and so did Westerns. The decline in the latter was 10@15c, and the former suffered almost as much. There was quiet in all branches of the market, and a good many of the cattle were left in sellers' hands. Natives sold principally at \$1.75@2.75 for cows, heifers and bulls and at \$4@5.25 for steers, with \$1.25@5.80 the extreme range of quotations. Sales of Westerns were on a basis of \$1.50@4.65 for very common to extra and Texans were quoted at \$1.25@3.25. The late market was the worst, from the fact that the receipts largely exceeded the first estimates.

There was a sale of heavy hogs at \$6.30, and light weights sold up to \$6@6.10. This indicates an advance on Saturday's prices of 5@10c. The gain in common grades was still more pronounced, scarcely anything that is fit to come on the market selling below \$5.85, and the bulk of the offerings selling above \$5.90. There was a good demand for shipments from local packers mand for shipments from local packers and the supply was soon closed out. Averages of less than 200 pounds sold principally at \$5.90@6.05, and from \$6@6.25 were the popular prices for medium and heavy weights. Poor stuff sold at \$5.50@5.75 and Comparative steadiness was noted of the sheep market. The receipts were moderate and the demand fair at \$3@3.30 for poor to

choice. The range of prices for lambs was \$1.50@4.25. Receipts—Cattle, 26,000; calves, 800; hogs, 26,000; sheep, 11,000. NEW YORK, Sept. 3.-Beeves-Receipts, two days, 4,759; on sale, 49 cars; good beeves, 20c per 100 lb higher; other grades of natives, 10c higher; Texans and Colorados steady; native steers, choice, \$5.50 per 100 lbs; good to prime, \$5.10@5.40; medium to fair, \$4.45@4.90; inferior to ordinary, \$4.15@4.40; common, \$3.65@4; Coloradoss, \$3.35@3.75; Texans, \$3.40@3.50; bulls, \$2@2.90; dry cows, \$1.50@2.52½. European cables quote American steers at 11½@12c per lb. dressed weights; refrigerator beef, 8½@9¾c per lb. Exports to-day, 500 beeves. Calves-Receipts, two days, 2,447; on sale,

2.145 head; veals opened stronger; other calves 4c lower; market closed weak for veals, with advance to stand fully 1/2c lower on other calves; yeals, poor to prime, \$5@7 per 100 lbs; choice and selected, \$7.121/207.25 buttermilk calves, \$2.75@3; grassers, \$2.50@ 2.75; Western calves, \$3@4.50. Sheep and Lambs-Receipts, two days. 7,609; on sale, 61 cars; sheep 4c per lb higher; good lambs opened stronger, but all grades closed slow at Saturday's figuras. Pens about cleared. Sheep, poor to prime, \$1.75@3.50 per 100 lbs; lambs, very common to prime, \$3@5; strictly choice

Hogs-Receipts, two days, 8,376; on sale, 1,220; market active and firm; extreme range, \$6@6.50 per 100 lbs. EAST BUFFALO, Sept. 3 .- Cattle-Receipts, 4,900; extra export, \$5.60@5.75; good shipping, \$4.75@5.15; mediums and others. 34.25@4.35; mixed butchers', \$3.50@4.10; cows and heifers, \$2.25@3.15; bulls, \$2@3.15; milkers and springers, \$18740. Hogs-Receipts, 12,420; Yorkers, corn-fed, \$6.15@6.25; grassers, \$5.90@6.10; medium and mixed, \$6.20@6.25; heavy, \$6.30@6.40; pigs, \$5.75@6; roughs, \$4.75@5.50; stags, \$4.25@4.75. Sheep-Receipts, 16,600. The market was firm for lambs and higher for sheep; best lambs, \$4.60@4.75; common to fair, \$3.75@ 1.25; extra wethers, \$3.75@4; extra ewes, \$3 @3.50; mixed sheep, \$2.25@3; culls, \$1@2. LOUISVILLE, Sept. 3.-Cattle market teady at 100/15c higher on all grades. A

good clearance was made; extra shipping, \$4@4.25; best butchers, \$3.40@3.65; feeders, \$2.75@3.15; bulls, \$1.25@2.15. Hogs-Market firm and 10c higher. Al sold; prospects fair; choice packing and butchers, \$5.85@5.90; fair to good packing. \$5.75@5.80; good to extra light, \$5.60@5.75; roughs, \$5@5.35. Sheep and Lambs-Market firm and about 4c higher; good to extra shipping sheep \$2.25@2.50; fair to good, \$2@2.25; extra spring lambs, Kentucky, \$3.50@3.75; fair to good spring lambs, \$3@3.50.

KANSAS CITY, Sept. 3.—Cattle—Receipts, 6,000; shipments, 4,400, Market slow and weak; Texas steers, \$2.15@3; Texas cows, \$1.65@2.10; beef steers, \$3.25@3.55; stockers and feeders, \$2.10@3.50. Hogs-Receipts, 1,700; shipments, 1,200. Market strong to 5c higher; bulk of sales \$5.50@5.75; heavies, \$5.75@6; packers, \$5.60@6; mixed, \$5@5.80; lights, \$5.20@5.80; plgs, \$3.25 Sheep-Receipts, 800; shipments, 100, Market slow and steady; good to choice natives, \$2.50@3; good to choice Western, \$2.50 @3.90; common and stockers, \$2@2.25; good to choice lambs, \$3.25@4.25.

ST. LOUIS, Sept. 3 .- Cattle-Receipts,

2,300; shipments, none. Market strong and steady generally; native steers, coarse to \$2.40@3.15; cows, \$2.15@2.50; Texas steers, fair to medium. \$2.40@3.15. Hogs-Receipts, 1,400; shipments, none, Market strong and 10c higher; best heavy. \$6.10; common to good light, \$5.40@5.90; pigs, \$4.50; bulk of sales, \$5.90@6. Sheep-Receipts, 200, Market quiet; mixed, 85 lbs average, \$3.10. EAST LIBERTY, Sept. 3.—Cattle—Receipts liberal, about 132 cars, consisting mostly of common and medium grades. Rough fat, \$2.75@3.40; fair light steers, \$2.20 63; good fat cows and heifers, \$2.4063.10. Hogs-Run of hogs light. The market was active and higher: Philadelphias, \$6.25@6.40; best Yorkers, \$666.10. Sheep-There was a liberal supply and

@2.40; lambs, \$2@3.75. Indianapolis Horse and Mule Market. Heavy draft, good to extra..........\$65@100 bu. Plums-Choice prune plums. 50c per peck | Saddlers, good to extra...... 60@125 of 4 Plums-Choice prune plums. 50c per peck | Saddlers, good to extra...... 60@160 | play.

prices were lower; extra, \$3@3.25; good, \$2.10

Streeters, good to extra..... CAN SS Matched teams, good to extra..... 1600 200

Southern horses and mares..... 359 30 Extra style and action bring better prices. 14 hands, 4 to 7 years old...... \$300 45 14½ hands, extra, 4 to 7 years old.... 400 55 15 hands, extra, 4 to 7 years old 65/9 75 15 hands, good, 4 to 7 years old.

WILMINGTON. Sept. 3.—Rosin firm; strained, 85c; good, 90c. Spirits of turpentine firm at 25%c. Tar steady at \$1.05. Turpentine steady; hard, \$1; soft, \$1.70; vir-

OIL CITY, Sept. 3.—National Transit certificates opened at 83c; highest, 844c; lowest, 83c; closed at 844c; sales, 1,000 brls; shipments, 140,000 brls.

PHILADELPHIA, Sept. 3.—Butter steady

ut quiet; fancy Western creamery, 22c.

Eggs dull and weak; fresh Western, 1614@

17c. Refined sugars quiet and unchanged.
Tallow dull; prime city, 43,04%c; country,
41,04%c. Cotton dull and unchanged; middling upland, 7%c. Commercial Exchange ELGIN. Sept. 3 .- Butter quiet. Sales, 14,-

500 pounds at 2314c.

Dry Goods. NEW YORK, Sept. 3 .- The dry-goods market is closed, as to-day is a legal holiday. The most important move on Tuesday morning will be an advance by the agents of 4c in the prices of all styles of Pacific and Cocheco print fabrics.

Cotton. LIVERPOOL, Sept. 3.—Cotton quiet American middling, 3 27-326. The sales of the day were 8,000 bales, of which 500 bales were for speculation and export, and included 6,200 bales American. Receipts, 100 bales American.

OPENING OF BUTLER.

Scenes of Activity on the Grounds-Improvements Made.

Irvington is just now preparing for its annual excitement, the coming of the col lege students. Butler University opens this year somewhat earlier than heretofore, the three terms of the college year having been divided more nearly equal, the last closing on the 31st day of May. The college buildings and grounds have been scenes of busy activity for the past week. In the chapel, new paper has been hung and the platform refitted with chairs and a reading lesk. The huge chandelier which, for years, has filled new students with terror by its ominous trembling at the ringing of the college be !, has been removed, the electric lights taking its place.

The new Y. M. C. A. Hall could not have been more conveniently situated. It is the room at the left of the main entrance, formerly used as a museum. The college authorities granted this hall to the Young Men's Christian Association last spring and during the summer the association has had it tastefully papered and carpeted. The young ladies of the Y. W. C. A. have furnished the curtains. On Saturday evening the joint associations will dedicate the hall with a reception. They will be assisted by members of the local Christian Endeavor Society. Another hall which has undergone a change is the Sigma Chi fraternity home, which has been gorgeously frescoed and papered in the pale blue and gold of the fraternity's colors. In the campus the cutting of grass, weeding and clearing of the drives and walks is going on with zeal. At a recent meeting of the committee on college buildings and grounds, it was decided to procure the services of a landscape gardener and to permanently im-prove the appearance of the campus. As it now stands the campus consists targely of unimproved forest land. During the summer another driven well has been put down in the campus.

The only change in the faculty since last year is the appointment of Miss Flora Bridges to the English chair, which was but temporarily filled last year. Miss Bridges received a literary diploma at Oberin College, in 1885, afterwards returning and graduating with the classicals in 1887. In the fall of that year she took charge of the Greek department at Mount Holyoke. She was granted the first fellow-ship ever offered by Oberlin to one of her students, also the first master's degree. On receiving the fellowship, Miss Bridges ob-tained leave of absence for study abroad, and spent a year at the University of Zurich. On returning, she resumed the work at Mount Holyoke College until the year 1892, when she became principal of the ladies' department in Olivet College, Michigan. The regular English course at Butler extends through the four college years. A new elective course in the analysis of orations, meant especially for students who expect to become public speakers and for graduates, has been added to the department. For the first time in the history of the institution a regular department of music has been established. Pupils who are identified with the university in literary work will be granted a diploma in music upon completion of the curriculum, extending through the two preparatory grades and four college years. The department is under the direction of Mr. J. M. Dungan, of Indianapolis. Besides the usual elective medical work, there is now a special pre-medical course, so arranged as to be completed in two years. The new laboratory in Burgess Hall is larger and much better equipped than the old one. It has accommodations for forty students, each student being assigned his own desk and separate outfit of apparatus and chemicais. Among the recent additions to the biological laboratory are six Reichert microscopes which, with those on hand, makes a total of fifteen instruments. Mr. H. L. Bruner, professor of blology and geology, has been spending the summer in the Rio Grande valley, making zoological and botanical collections. The museum, which has outgrown its

former quarters in the college building and now occupies the third floor of Burgess Hall, has lately received contributions from Shonai, Japan, sent by C. E. Garst, from Jamaica, given by J. C. Smith and M. A. Collins, and from Texas, by E. L. Roberts. Among the voluntary student associations are the local oratorical association and the athletic association; also literary societies and fraternities. The Young Men's Christian Association and the Young Women's Christian Association are found to be of greatest benefit to the general atmosphere of the college life. The staff of the Butler Collegian forms an editorial as-sociation selected by the university to carry on the college paper. The editor in chief is George W. Hoke, of the senior class. Entrance examinations occur tomorrow. Thursday and Friday will be taken up with registration of students, regular class work commencing Saturday,

Justice to Mrs. Leavitt.

To the Editor of the Indianapolis Journal: Passing on to other appointments from the dedication of the Indiana W. C. T. I Hadley Industrial School, I failed to give a careful reading to your report of it until recently, and I hope you will permit correction, though late. The report fails to mention the dedicatory poem written for the occasion, and by request of the programme committee, by Mrs. Mary A. Leavitt, of Vernon, Ind., and read by her at the afternoon dedicatory services in the grove. This important and much appreclated part of the programme came, unfortunately, at an hour when out-of-door audiences begin to move, and it was impossible for those remote to understand what was going on, or catch the inspiration of the beautiful pathos and lofty thought contained in the poem, which was intensified by Mrs. Leavitt's very impressive manner of reading it. I ask this correction for the reason that in the report I am the only person named as reading an original poem. Another honor you have conferred upon me which I do not claim is that of "Mrs." In this, however, you are evidently pardonable, and it is only important that your readers be disabused of the belief that the dedicatory poem was written by myself. As a member of the programme committee, at whose solicitation Mrs. Leavitt wrote that poem, and as a member of the board of trustees, I regret that this correction has been so long de-MARY HADLEY. Bloomingdale, Ind., Sept. 1.

This evening the opening reception of the season will be given to members and friends of the Young Men's Christian Association. The feature of the evening will be an educational exhibit from New York, Chicago, Brooklyn, Dayton and other associations, in charge of Mr. George B. Hodge, international secretary. There will also be a musical and literary programme, and refreshments will be provided. Educational exhibit will be at the association rooms Tuesdays and Wednesdays The public is invited to call between the hours of 4 and 6 o'clock and examine the dis-

Opening Y. M. C. A. Reception.

THE INDIANAPOLIS

Daily, Sunday And Weekly

The Journal is first of all a newspaper. Its primary object is to publish the news, and to procure this it spares no pains or expense. Besides the service of the Associated Press, which covers foreign countries as well as the entire United States, it has a corps of special correspondents, who give attention to those events and occurrences that are likely to be of particular interest to the Indiana

Its Washington Bureau

Was established for the purpose of looking after matters in which the State and its people are concerned, and is under the management of a gentleman well acquainted with the local business and political issues.

It has a correspon ent in every town of importance in the State, and is constantly increasing its facilities for obtaining information from every quarter.

Its staff of city reporters is large, and its local departments are unexcelled. As a newspaper it is far better equipped than any other in the State, and welcomes comparison with its contemporaries in any and all of its departments. With all, it endeavors to be accurate and trustworthy, printing the news, whatever it may be, without personal or partisan bias.

THE SUNDAY

Is a paper that gives more attention to miscellaneous literature than the other editions, and contains in its sixteen, and often twenty, pages a variety of choice reading matter that satisfies the most exacting taste.

The Indiana State Journal

(Weekly Edition) is a large 56-column paper, carefully edited, with a special view to the wants of Indiana readers, both in its general and political news. Its subscription price, \$1.00, with reduction to clubs, places it within the reach of all, and no campaign contribution can be so effective as when spent in furnishing this paper to readers who need Republican doc-

TERMS OF SUBSCRIPTION:

DAILY, per week, by carrier 15 cents SUNDAY, single copy...... 5 cents DAILY and SUNDAY, per week, by carrier20 cents DAILY only, one month, by mail ... 70 cents DAILY only, three months, by DAILY only, one year, by mail..... DAILY, including SUNDAY, one year, by mail.... SUNDAY only, one year, by mail...

Subscribe with any of our numerous agents, or send subscrip-

Reduced Rates to Clubs.

WEEKLY, one year, by mail......

THE JOURNAL NEWSPAPER CO